

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE

AND HONGKONG GRANITE.

SEMI-RETIRED MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. [2057]

NOW READY.

THE CHRONICLE AND DIRECTORY

FOR SHINA, JAPAN, CORREA, INDO-CHINA,

SIAM, PHILIPPINES, BORNEO, &c., &c.,

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY

AND LONG LIST FOR THE YEAR

1897.

The THIRTIETH ANNUAL ISSUE

which will be found, as hitherto, more full and

accurate than its predecessors.

Royal Octavo—Complete with Maps and Plans,

pp. 1240, 5s. Directory only, pp. 872, 35s.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS.

Our AERATED WATER FACTORY is fitted

with the best English Machinery, embodying

the latest improvements in the trade.

The Purest Ingredients only are used, and

the utmost Care and Cleanliness exercised in

the Manufacture throughout.

The Water used is proved by repeated

Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed

and placed on board ship at Hongkong prices, and

the full amount allowed for Packages and

Empires when received in good order.

Counterfeit Order Books supplied on ad-

vance.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed there will

receive prompt attention.

The following is a List of Waters always

kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZET WATER

SAESAPARILLA WATER

Tonic WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty

or grubby, or that appear to have been used for

any other purpose than that of containing

Aerated Waters, as such Bottles are never

used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22]

DEATHS.

On the 9th June, at 10.15 p.m., at his residence,

No. 15, Nakagawa-cho, Nishino, Kohe, Dozawa

Fraser, of Asakura, Iwano, Scotland, aged 46

years.

At No. 18, Curran, Nagasaki, on the 14th June,

JAMES FRANCIS WOODFORD, in his 39th year.

The Daily Press.

HONGKONG, JUNE 21ST, 1897.

"COPENHAGEN and its Free Port" is the

title of an elegant little volume, testfully

illustrated, published for the Free Port

Company, Limited. The volume is in-

tended as an advertisement and will prove

very effective for that purpose, but it is also

interesting and useful from a public point

of view for the information it contains,

especially at the present time to merchants

in the Far East, seeing that a powerful

Danish Company has just been formed

under State auspices with the object

of recovering for Denmark the position in

the Far East that she formerly possessed,

but lost at the close of the last century.

In the eighteenth century, we read in the little

volume before us, Denmark's commerce

made such enormous strides that this period

is generally known as the "Merchants'

golden age." The large merchant com-

panies, ships brought home valuable cargoes

from China and the East and West

Indies and distributed their merchandise

to all the surrounding states. The

wealth of these companies may be

conceived when it is stated that one

company, in gratitude to the King for

favours received, erected a monument to his

honour in the Annenborg Square at the

close, in present money, of about £80,000.

The glories of this time, however, came

to an abrupt termination. During the bloody

war at the commencement of this century

the city was captured, and simultaneously

there was a collapse in the money market.

A large quantity of paper money was

issued, without a sufficient bullion reserve,

with the natural result that State bankruptcy

ensued. About this time, by the Peace of

Kiel, Norway was separated from the

Danish Crown. The nation naturally, after

these misfortunes, required time to recuperate.

The rich merchants had lost all or the

major portion of their property, the univer-

sal poverty bred discouragement amongst

all classes and paralyzed all enterprise.

Trade passed over to Hamburg, and Copen-

hagen seemed lost. About the middle of

the century matters mended a little. Strong

national and political conflicts brought new

life and interests, assisted to arouse courage

and to weaken the connection with Ham-

burg; thus gradually Copenhagen re-

asserted itself and regained the position it

ought to occupy. In the year 1800 Copen-

hagen had 100,000 inhabitants; in 1860 the

number had increased to 160,000, whereas

in 1896 the population had increased so

enormously that with the suburbs the in-

habitants of Copenhagen now number

410,000 souls. During the last years much

has been done to improve and augment

the natural advantages of the city. As the

town grew and its resources expanded, it

became evident to all the leading men that

if Copenhagen were to keep its place in the

commercial world it was necessary to im-

prove what was already a first-rate harbour,

and that this improvement was necessary

was clear from the straits that maritime

matters had taken. A large, modern, well

constructed Free Port and docks were what

were required to meet the demand of the

times, and these are now successfully com-

pleted. So far we have quoted from the

book. It should be explained, however, since

the Government of Hongkong has been

asked to look to Copenhagen as an

example on the subject of light dues,

that the term "free port" is not

used as regards Copenhagen with the

same signification that attaches to it

in Hongkong. The free port of Copen-

hagen is simply a portion of the general

harbour and quays marked off from the

remainder and within which goods may be

landed, stored, or transhipped without

Customs formalities; but all goods leaving

the free port for Denmark must pass

the Customs. In fact the Free Port

Company stands in much the same position

as the Hongkong and Kowloon Wharf and

Godown Company would stand if Hong-

kong levied duties on goods and the Govern-

ment had conceded to the Company the

right to conduct its storage business in

bond, its premises being ruled off and the

boundary guarded by Customs officials.

Under these circumstances we do not see

the appropriateness of the Copenhagen example.

In Hongkong fortunately we have no

Custom-house, nor do we want one. Nor in

the matter of simple port dues have we

much to learn from the Danish port.

At Copenhagen the dues are certainly low

as compared with many other European ports,

but it would be a rude shock to local ship-

ping firms if they were proposed to levy

dues on the same scale as in Hongkong.

At Copenhagen a vessel of 1,000 tons register

pays £26 4s.; at Hongkong the same vessel

would pay, under the present scale of light

dues, something less than £2 10s. It is

true that at Copenhagen the dues cover

wharfage, but if a vessel coming to Hong-

kong desires wharfage the Wharf and

Godown Company will accommodate it for

a good deal less than half the amount charged

at Copenhagen. The Danish port is to be

congratulated on its enterprise in establish-

ing a free harbour and on its comparative

liberality of its regulations, but in compar-

ing it with Hongkong, Copenhagen would

do better to take an example from this

colony than would Hongkong to take an

example from Copenhagen. In Hongkong

we want relief from the present rate of light

dues, because we think it should be the

policy of the colony to impose no taxation

at all upon shipping beyond what is re-

quired to cover the actual cost of the main-

tenance of the lights. That is a position in

support of which abundance of sound argu-

ments can be found; whereas arguments

founded on a comparison with Copenhagen

or other ports imposing higher dues seem to

us to bring the case for the colony, intrin-

sically a good one, into ridicule.

The P. & O. steamer *Manana* left Bombay

for this port on the morning of the 17th inst.

At His Excellency's Reception to-morrow

gentlemen are requested to bring their cards

with them.

The *Silk of Empress of Japan*, from Hong-

kong, 19th May, arrived in New York on the

16th instant.

The M. M. steamer *Malibou*, with the next

French mail, left Saigon Saturday, 19th inst.,

at 4 a.m. for this port.

The D. D. R. steamer *Santa* from Hamburg,

left Hongkong for this port on the 19th inst.

It may be expected here on or about the 25th inst.

The maximum temperature last month was

80 on the 31st, and the minimum 67, on the

30th. The mean for the month being 73.1.

The rainfall amounted to 14.88 inches.

We are requested to state that for the con-

venience of passengers the office of the pro-

cession, the office of the procession, the

Naval and Military Authorities have kindly

authorized the use of the wharves under their

control.

Admiral Buller's launch, when arriving at

the new jetty at Yokohama on the 8th June,

ran into the structure and knocked a hole in

her side, as well as damaging the jetty. For-

tunately the hole was not so large as it ap-

peared, but the boat had to steam back to

the jetty at half speed.

The C. P. steamer *Empress of India*, from

Yokohama, B.C., arrived at Shanghai on

Saturday, the 19th inst., at 11 a.m., and left

again on the same day at 1 p.m. for Hong-

kong, where she is expected to arrive at 5

p.m. on Tuesday, the 23rd inst.

Mr. H. M. Hillier, Commissioner of Customs

at Kowloon, received, late on Saturday even-

ing, a telegram from the Inspector-General

of Customs informing him that Tuesday, the 22nd

instant, has been made a Customs holiday at

all the Treaty Ports of China in honour of the

Queen's Diamond Jubilee.

To-morrow the Hongkong Volunteer Corps

will parade at 3.45 p.m. instead of 4 p.m., as

previously notified, for the reason that it is

proposed at 4 p.m. to take a photo-

graph of the Corps for use in an engraving

in the Diamond Jubilee Supplement of the

Hongkong Daily Press. The Volunteers will

themselves take the photo and from the

Happy Valley.

Regulations are published in the *Gazette*

with regard to vessels anchoring near the

lines of telegraph cables. No ships, junks, or

vessels of any description are to anchor within the in-

dicated areas, provided that junks and other

craft employed at the North Point Petroleum

Depot may anchor to the westward of a line

drawn from the Eastern Docks (500 feet from

the pier) to the Eastern portion of the build-

ing on M. L. 277.

At midnight on the 17th instant five flower

boats and five small boats, anchored off Kow-

loon, were captured by the force of a strong

current, which set in suddenly. Seven bodies

two of prostitutes and five of children

were recovered after a search, and two pro-

stitutes were rescued. It is said that the missing

prostitutes were carried by the people in the

neighbouring boats and have been sold to other

brokers.

Mr. Sam Marks writes:—Owing to a severe

attack of illness, from which I have not yet re-

covered, I beg to apologize to my numerous

patrons for the disappointment they must have

felt on Saturday, the 19th inst., when the pro-

posed trip to the island was postponed. Un-

fortunately without my being able to notify

ticket-holders to that effect, but I will upon

my recovery renew the project, action of which

will be published in the daily papers.

Mr. Marks closed with the lecture by the

acts of discharge from the Hospital.

Y.M.C.A. Reception to the Japanese

Government on the 14th June.

The Rising Sun and Japanese Ensigns

were hoisted on about 1st July.

The C. P. steamer *Empress of China*, left

Yokohama for Vancouver, B.C., on Friday

evening, the 18th inst.

It is reported that the Japanese Government

has decided to ask for an appropriation of

£1,000,000 in the Budget for next year to

double the cable line between Nagasaki and

Kobe.

Lieut. Storey, R.M.L.I., who has been taking

the place of Captain Mercer, R.M.L.I., on the

Victoria, is to leave for Hongkong on the*Victoria*, to proceed to the latter office in

charge of the department of British mines

at Seoul.

On the afternoon of the 8th June the

D.D.R. steamer *Bilboa*, Capt. von Blum,

picked up the crew of a Japanese junk which

French mail steamer
Saturday, the 16th
may be expected
on Tuesday, the 19th
and may be expected here
the 20th instant.

THE AMERICAN MAIL.
The O. & C. steamer
American mail of the
handed Friday, the 18th
and may be expected here
the 20th instant.

THE CANADIAN MAIL.
The C. P. steamer Empress of
Vancouver, B.C., arrived at
Singapore, the 18th instant at 11 a.m.
again on the same day at 1 p.m. for
where she is expected to arrive
on Tuesday, the 20th instant.

THE AUSTRALIAN MAIL.
The E. & A. steamer Australia,
Sydney, &c., left Port Darwin on
instant, for this port.

THE INDIAN MAIL.
The steamer Chidgey, from Cal-
cutta, left Singapore for this port
15th instant.

MERCHANT SHIPMENTS.
The F. & O. steamer Managon left
for this port on the 17th instant.
The F. & O. steamer Malacca left
for this port on the 18th instant, at 4
p.m. The O. M. steamer Chingee, from
Suez, Glasgow, and Liverpool, passed
on the 1st instant, and may be ex-
pected at Singapore or about the 18th in-
stant. The "Rickmers" Line chartered
steamer passed the Cape Coast, on
the 1st instant, and will be at
Singapore on or about
instant.

The N. G. I. steamer Latimeria left
for this port on the 8th instant, and
will be here on or about the 23d in-
stant.

The O. S. S. Co's steamer Myra
Liverpool, left Singapore on the 18th
and may be expected here on or
about the 24th instant.

The D. D. H. M. steamer Santa, from
left Singapore for this port on the 19th
and may be expected here, on or
about the 25th instant.

The C. M. steamer Moyne, from
London, Liverpool, passed the Cape
and may be considered due at Singa-
pore about 25th inst.

PASSED THE CAVAL.
OUTWARD.—18th May—Achilles,
Fortuna. 21st May—Patriot, Ca-
laide, Africa. 23rd May—My-
Lencia. 1st June—Maria. 2nd
June—Frisia. 3rd June—Tasman-
ida. 4th June—Tasmania. 8th June—
Secheen. 11th June—Ernest Smith.
Denechiria. 15th June—Diamond-
wealths. 18th June—Cromarty.
HOMeward.—18th June—Frisia le-

POST-OFFICE NOTICE.

627 The authorized List of Mails in accordance with this paper is the same twice each day in our Extra, which is sent to a much later hour than that given above.

The Postal Guide for 1896, revised, will be found in the *Chronicle* and *P. XIX.* This is the only authorized Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.

For Swatow, Singapore, and Bang Macao, to-day, the 21st instant, at 9.30 a.m.

For Singapore—*Per Teikoo*, to-day instant, at 1.30 p.m.

For Hongkong—*Per Lanoo*, to-day instant, at 11.30 a.m.

For Shanghai, Newchwang, and Amoy—*Per Nagasaki*, to-day, the 21st instant, at 11.30 a.m.

For Nagasaki, Kobe and Yokohama—*Per Yawata Maru*, to-day, the 21st instant, at 11.30 a.m.

For Swatow, Amoy, and the *Thales*, to-day, the 11th inst., at 11.30 a.m.

For Singapore, Penang and *Amoy*, to-day, the 21st instant, at 2.00 p.m.

For Swatow, Chiofoo and *Canton*, to-day, the 21st instant, at 2.30 p.m.

For Swatow and Shanghai—*Per Teikoo*, the 21st instant, at 3.30 p.m.

For Samangue and *Sumabague*, to-day, the 21st inst., at 3.30 p.m.

For Singapore—*Per Urysses*, to-day instant, at 3.30 p.m.

For Wuchow (West River)—*Per Teikoo*, the 21st instant, at 3.30 p.m.

For Kobe—*Per Zimma*, to-day instant, at 3.30 p.m.

MAILS BY THE GERMAN

The German Contract Passes
will be despatched on MONDAY
instant, with Mails for the United
States, Europe, and countries beyond, via
the Straits Settlements, Batavia,
Ceylon, India, Aden, Egypt, Malta.
Registry closes at 4.00 P.M.
The mail closes at 5.00 P.M.

MAILS BY THE FRENCH
The French Contract Packet
will be despatched on WEDNESDAY
instant, with Mails for the United
States, Europe, and places beyond, via
Suez, Straits Settlements, Ba-
mah, Ceylon, Madras, the Australian
Aden, Natal and the Cape, Egypt,
Gibraltar.

5.00 P.M. — Posting of Prices Current
columns closes.

10.00 A.M. — Registry closes.

10.30 A.M. — Posting of newspapers
columns closes.

11.00 A.M. — Mail closes.

**MAILS BY THE UNITED
PACKET.**
The United States Mail Pa-
cket will be despatched on THURSDAY
instant, with Mails for Shanghai,
San Francisco, the United States,
Holland, Peru, &c., which will
follow:—

10.00 A.M. — Registry closes.

11.00 A.M. — Post Office closes, but
advice may be posted on board
with Late Fee of 10 cents *ex*

[illegible]

Height.	
ft.	in.
1	10
2	10
3	10
4	10
5	10
6	10
7	10
8	10
9	10
10	10
11	10
12	10
13	10
14	10
15	10
16	10
17	10
18	10
19	10
20	10
21	10
22	10
23	10
24	10
25	10
26	10
27	10
28	10
29	10
30	10
31	10
32	10
33	10
34	10
35	10
36	10
37	10
38	10
39	10
40	10
41	10
42	10
43	10
44	10
45	10
46	10
47	10
48	10
49	10
50	10
51	10
52	10
53	10
54	10
55	10
56	10
57	10
58	10
59	10
60	10
61	10
62	10
63	10
64	10
65	10
66	10
67	10
68	10
69	10
70	10
71	10
72	10
73	10
74	10
75	10
76	10
77	10
78	10
79	10
80	10
81	10
82	10
83	10
84	10
85	10
86	10
87	10
88	10
89	10
90	10
91	10
92	10
93	10
94	10
95	10
96	10
97	10
98	10
99	10
100	10

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE DIRECT

THE Company's Steamship

"KINGMAN" Captain Ramsey, will be despatched as above

TO-DAY, the 21st inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1917. [1397]

FOR WEST RIVER PORTS.

THE Steamship

"WINGTONG" will leave HONGKONG for WUOHAI via

PORTS OF CALL, on

MONDAY, 21st June, 4 P.M.

FRIDAY, 25th June, 4 P.M.

WEDNESDAY, 29th June, 4 P.M.

The above dates may be slightly modified.

This vessel has accommodation for a limited

number of First Class Passengers.

Passes to or from Wuohai, \$10.

Meals can be obtained on board on application

to the steward, at tariff rates.

Holders of return tickets may return to

Canton instead of Hongkong by the steamers

of the Hongkong, Canton and Nippon Steam

Co., Ltd., at Canton.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1917. [1398]

NORDDUISCHER LOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUVA,

PORT SAID, ANTWERP,

BRISBANE, HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA AND BALTIC PORTS.

Also,

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

The Company's Steamships will call at

SOUTHAMPTON, LONDON, PASSENGERS

AND CARGO.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

PREUSSEN, Tuesday, 22nd June.

SAARSEN, Tuesday, 24th June.

BATERN, Tuesday, 17th Aug.

PRINZ HEINRICH, Tuesday, 14th Oct.

PREUSSEN, Tuesday, 12th Oct.

SAARSEN, Tuesday, 9th Dec.

BATERN, Tuesday, 7th Dec.

PRINZ HEINRICH, Tuesday, 4th Jan.

ON TUESDAY, the 22nd day of June,

1917, at 8 A.M., the Company's Steamship

"PREUSSEN," Captain P. Wetzel, with

MAILS, PASSENGERS, SPECIES, AND

CARGO, will leave this Port for

Callao, Valparaiso, and other ports

in the Pacific.

Shipping Orders will be granted till noon

on SATURDAY, the 10th June, Cargo and

Specie will be received on Board until 5 P.M.

on MONDAY, the 12th June, and Passengers

will be received at the Agency's Office until noon

on MONDAY, the 12th June. Receipts of

Passengers are required. No Fare Receipts will

be signed for less than \$2.50 and Fare about

not exceed Two First Class in Movement.

The Steamer has splendid accommodation

and carries a Doctor and a Stewardess.

Tea can be served on board.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 28th May, 1917. [1397]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Yokohama, and

Honolulu), Saturday, June 26,

1917, at Noon.

Honolulu (via Shanghai, Nagasaki, Kobe, Yokohama, and

Honolulu), Thursday, July 15,

1917, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama, and

Honolulu), Tuesday, August

3, 1917, at Noon.

THE U.S. Mail Steamship "CHINA"

will be despatched for SAN FRANCISCO

via SHANGHAI, NAGASAKI, KOBÉ,

YOKOHAMA, and HONOLULU, on SATURDAY, the 26th

June, 1917, at Noon, taking Passengers and

Freight for Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break their

journey at any point on route.

Through Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the Southern Pacific, Central Pacific, Union

Pacific, Denver and Rio Grande, and

Northern Pacific Railways; also the

CANADIAN PACIFIC RAILWAY on payment of

\$4 in addition to the regular tariff.

Passengers holding orders for OVER-

LAND CITIZENS in the United States have

the right to travel from San Francisco, including

the Southern Pacific, Central Pacific, Union

Pacific, Denver and Rio Grande, and

Northern Pacific Railways; and from

Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and

from Chicago to destinations in the United States, and